



City of Seattle

Seattle Bicycle Advisory Board



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April 15, 2010

Andy Casillas and Kristine Kenney
 Capital Projects Office
 University of Washington
 Box 352205
 Seattle, WA 98195-2205

Dear Mr. Casillas and Ms. Kenney,

The Seattle Bicycle Advisory Board (SBAB) appreciates the March 23, 2010 Rainier Vista Extension Project briefing and information provided by the University of Washington (UW) Capital Projects Office. SBAB offers the following recommendations:

1. **Improve, delineate and separate pedestrian and cyclist crossings of Montlake Boulevard.** These include:
 - Installation of the mid-block crossing between the two current crosswalks on Montlake Boulevard. This will help disperse the amount of pedestrian and bicycle activity along Montlake Blvd. using three crossings.
 - Enlarge the triangular raised island at the intersection of NE Pacific Street and Montlake Boulevard. This will allow a larger refuge area for cyclists and pedestrians waiting to cross Montlake Boulevard.
 - Installation of wide, well-marked, and separated bike and pedestrian crossing “pathways” on the north leg of NE Pacific Street and Montlake Boulevard. We suggest two (2) “pathways” for cyclists – one on either side of the pedestrian crosswalk – which would separate cyclists heading in different directions, and separate them from pedestrians using the crossing.
 - Installation of large and strategically placed curb ramps which are positioned to minimize conflicts with pedestrians, light poles, and on-coming cyclists.
2. **Provide safe design of the reconstructed portions of Burke-Gilman Trail.** This includes providing adequate widths, sight distance design and signage for the portion of the Burke-Gilman Trail that is reconstructed and the reconnection with Rainier Vista.
3. **Provide wayfinding signage** for cyclists accessing campus facilities and the University Link Station via Rainier Vista, Montlake Boulevard, and the Burke-Gilman Trail.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council
 Resolution 25534

4. **Use an asphaltic type (non-granular and non-coarse) pavement surface material on the bicycle/pedestrian paths along Rainier Vista.** This would encourage more use of non-motorized means of travel along Rainier Vista, such as bicycles, skateboards, scooters, etc.
5. **Bike parking near the station should be maximized.** Provide bike parking at the Link station that is well lit, secure, and covered. Offer abundant short term and long term parking (bike storage/lockers). We also recommend exploring the possibility of installing a BIKE PORT, similar to the one located in Pioneer Square.
6. **Construct Rainier Vista Extension improvements as proposed.** We recommend that if there are funding shortfalls and the project scope is reduced that all project design elements related to bicycle and pedestrian facilities be constructed as proposed in the full build out of the project.

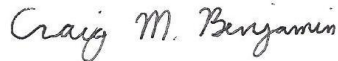
SBAB supports the new Rainier Vista Extension Project, which provides good and continued connections from UW Campus to the Burke-Gilman Trail and the University Link Station. This would be in lieu of the original Sound Transit pedestrian and bicycle sky-bridge.

We would welcome the opportunity to continue to review and advise UW Office of Capital Projects, Seattle Department of Transportation, and Sound Transit in relation to best practices for bicycle facilities and circulation as details of this project continue to develop.

Thank you,



Blake Trask
Chair



Craig Benjamin
Vice Chair

Cc: Mayor Michael McGinn, City of Seattle; Peter Hahn, SDOT; Ethan Melone, SDOT; Ron Endlich, Sound Transit; Tom Rasmussen, Seattle City Council Transportation Chair